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ABSTRACT

This document provides statistical information on U.S. motor vehicle and traffic safety. Data include: (1) motor vehicle occupants and non-occupants killed and injured, 1990-2000; (2) persons killed and injured, and fatality and injury rates, 1990-2000; (3) restraint use rates for passenger car occupants in fatal crashes, 1990 and 2000; (4) intoxicated drivers in fatal crashes, by age group, 1990-2000; (5) previous driving records of drivers killed in traffic crashes, by blood alcohol concentration, 2000; (6) fatal crashes, by speeding status, 1990-2000; (7) speeding drivers in fatal crashes, by age and sex, 2000; (8) percentage of all drivers involved in fatal crashes that were speeding, by blood alcohol level, 2000; (9) speeding, alcohol involvement, and failure to use restraints among drivers involved in fatal crashes, by vehicle type, 2000; (10) fatalities and injuries in crashes involving large trucks, 2000; (11) fatalities in traffic crashes, 1990 and 2000; (12) driver fatality rates by age and sex, 1996; and (13) non-occupant traffic fatalities, 1990-2000. According to the data for 2000, the fatality rate per 100 million vehicle miles of travel fell to a new historic low of 1.5, with increased seat belt use and decreased alcohol involvement as contributors. (EV)

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Overview.
Traffic Safety Facts 2000.

U.S. Department of Transportation
National Highway Traffic Safety Administration

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U.S. Department of Transportation
National Highway Traffic
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Traffic Safety Facts 2000

Overview

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Revised

Data for 2000 vehicle miles of travel, registered motor vehicles, and licensed drivers have been updated. These updates affect the previously reported fatality and injury rates. The updated 2000 fatality rate per 100 million vehicle miles of travel is 1.5.

"In 2000, there were an estimated 6,394,000 police-reported traffic crashes, in which 41,821 people were killed and 3,189,000 people were injured; 4,286,000 crashes involved property damage only."

DOT HS 809 329

A Public Information Fact Sheet on Motor Vehicle and Traffic Safety Published by the National Highway Traffic Safety Administration's National Center for Statistics and Analysis

Introduction

Motor vehicle travel is the primary means of transportation in the United States, providing an unprecedented degree of mobility. Yet for all its advantages, deaths and injuries resulting from motor vehicle crashes are the leading cause of death for persons of every age from 4 through 33 years old (based on 1998 data). Traffic fatalities account for more than 90 percent of transportation-related fatalities. The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes.

Fortunately, much progress has been made in reducing the number of deaths and serious injuries on our nation's highways. In 2000, the fatality rate per 100 million vehicle miles of travel fell to a new historic low of 1.5, down from 1.6, the rate from 1997 to 1999. The 1990 rate was 2.1 per 100 million vehicle miles traveled. A 71 percent safety belt use rate nationwide and a reduction in the rate of alcohol involvement in fatal crashes — to 40 percent in 2000 from 50 percent in 1990 — were significant contributions to maintaining this consistently low fatality rate. However, much remains to be done. The economic cost alone of motor vehicle crashes in 1994 was more than $150.5 billion.

In 2000, 41,821 people were killed in the estimated 6,394,000 police-reported motor vehicle traffic crashes, 3,189,000 people were injured, and 4,286,000 crashes involved property damage only.

This overview fact sheet contains statistics on motor vehicle fatalities based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes within the 50 states, the District of Columbia, and Puerto Rico (although Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the General Estimates System (GES). GES is a probability-based sample of police-reported crashes, from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol*, *Occupant Protection*, *Speeding*, *Children*, *Young Drivers*, *Older Population*, *Pedestrians*, *Pedalcyclists*, *Motorcycles*, *Large Trucks*, *School Buses*, *State Traffic Data*, and *State Alcohol Estimates*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*.

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Summary

In 2000, 41,821 people lost their lives in motor vehicle crashes — an increase of 0.2 percent from 1999.

The fatality rate per 100 million vehicle miles of travel in 2000 was 1.5. The injury rate per 100 million vehicle miles of travel in 2000 was 116. The fatality rate per 100,000 population was 15.23 in 2000, slightly lower than the 1999 rate of 15.30.

"An average of 115 persons died each day in motor vehicle crashes in 2000 — one every 13 minutes."

An average of 115 persons died each day in motor vehicle crashes in 2000 — one every 13 minutes.

Motor vehicle crashes are the leading cause of death for every age from 4 through 33 years old.

Vehicle occupants accounted for 87 percent of traffic fatalities in 2000. The remaining 13 percent were pedestrians, pedalcyclists, and other nonoccupants.

Table 1. Motor Vehicle Occupants and Nonoccupants Killed and Injured, 1990-2000

Year	Occupants							Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	Total	Pedestrian	Pedalcyclist	Other	Total	
Killed												
1990	24,092	8,601	705	3,244	32	460	*37,134*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	2,806	31	466	*34,740*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	2,395	28	387	*32,880*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	2,449	18	425	*33,574*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	2,320	18	409	*34,318*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	2,227	33	392	*35,291*	5,584	833	109	*6,526*	**41,817**
1996	22,505	9,932	621	2,161	21	455	*35,695*	5,449	765	154	*6,368*	**42,065**
1997	22,199	10,249	723	2,116	18	420	*35,725*	5,321	814	153	*6,288*	**42,013**
1998	21,194	10,705	742	2,294	38	409	*35,382*	5,228	760	131	*6,119*	**41,501**
1999	20,862	11,265	759	2,483	59	447	*35,875*	4,939	754	149	*5,842*	**41,717**
2000	20,492	11,418	741	2,862	22	714	*36,249*	4,739	690	143	*5,572*	**41,821**
Injured												
1990	2,376,000	505,000	42,000	84,000	33,000	4,000	*3,044,000*	105,000	75,000	7,000	*187,000*	**3,231,000**
1991	2,235,000	563,000	28,000	80,000	21,000	4,000	*2,931,000*	88,000	67,000	11,000	*166,000*	**3,097,000**
1992	2,232,000	545,000	34,000	65,000	20,000	12,000	*2,908,000*	89,000	63,000	10,000	*162,000*	**3,070,000**
1993	2,265,000	601,000	32,000	59,000	17,000	4,000	*2,978,000*	94,000	68,000	9,000	*171,000*	**3,149,000**
1994	2,364,000	631,000	30,000	57,000	16,000	4,000	*3,102,000*	92,000	62,000	9,000	*164,000*	**3,266,000**
1995	2,469,000	722,000	30,000	57,000	19,000	4,000	*3,303,000*	86,000	67,000	10,000	*162,000*	**3,465,000**
1996	2,458,000	761,000	33,000	55,000	20,000	4,000	*3,332,000*	82,000	58,000	11,000	*151,000*	**3,483,000**
1997	2,341,000	755,000	31,000	53,000	17,000	6,000	*3,201,000*	77,000	58,000	11,000	*146,000*	**3,348,000**
1998	2,201,000	763,000	29,000	49,000	16,000	4,000	*3,061,000*	69,000	53,000	8,000	*131,000*	**3,192,000**
1999	2,138,000	847,000	33,000	50,000	22,000	7,000	*3,097,000*	85,000	51,000	3,000	*140,000*	**3,236,000**
2000	2,052,000	887,000	31,000	58,000	18,000	10,000	*3,055,000*	78,000	51,000	5,000	*134,000*	**3,189,000**

Table 2. Persons Killed and Injured and Fatality and Injury Rates, 1990-2000

Killed									
Year	Killed	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
1990	44,599	249,464	17.88	167,015	26.70	184,275	24.20	2,144	2.1
1991	41,508	252,153	16.46	168,995	24.56	186,370	22.27	2,172	1.9
1992	39,250	255,030	15.39	173,125	22.67	184,938	21.22	2,247	1.7
1993	40,150	257,763	15.58	173,149	23.19	188,350	21.32	2,296	1.7
1994	40,716	260,327	15.64	175,403	23.21	192,497	21.15	2,358	1.7
1995	41,817	262,803	15.91	176,628	23.68	197,065	21.22	2,423	1.7
1996	42,065	265,229	15.86	179,539	23.43	201,631	20.86	2,486	1.7
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,562	1.6
1998	41,501	270,248	15.36	184,980	22.44	208,076	19.95	2,632	1.6
1999	41,717	272,691	15.30	187,170	22.29	212,685	19.61	2,691	1.6
2000	41,821	274,634	15.23	190,625*	21.94*	217,028*	19.27*	2,750*	1.5*
Injured									
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
1990	3,231,000	249,464	1,295	167,015	1,934	184,275	1,753	2,144	151
1991	3,097,000	252,153	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,030	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,783	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,327	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,803	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,229	1,313	179,539	1,940	201,631	1,728	2,486	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,562	131
1998	3,192,000	270,248	1,181	184,980	1,726	208,076	1,534	2,632	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,691	120
2000	3,189,000	274,634	1,161	190,625*	1,673*	217,028*	1,469*	2,750*	116*

*Revised 2000 data.
Sources: Vehicle Miles of Travel and Licensed Drivers — Federal Highway Administration; Registered Vehicles — R.L. Polk & Co. and Federal Highway Administration; Population — U.S. Bureau of the Census.

Occupant Protection

In 2000, 49 states and the District of Columbia had safety belt use laws in effect. Use rates vary widely from state to state, reflecting factors such as differences in public attitudes, enforcement practices, legal provisions, and public information and education programs.

"NHTSA estimates that 11,889 lives were saved in 2000 by the use of safety belts."

From 1975 through 2000, it is estimated that safety belts saved 135,102 lives, including 11,889 lives saved in 2000. If *ALL* passenger vehicle occupants over age 4 wore safety belts, 21,127 lives (that is, an additional 9,238) could have been saved in 2000.

In 2000, it is estimated that 316 children under age 5 were saved as a result of child restraint use. An estimated 4,816 lives were saved by child restraints from 1975 through 2000.

Children in rear-facing child seats should not be placed in the front seat of cars equipped with passenger-side air bags. The impact of a deploying air bag striking a rear-facing child seat could result in injury to the child. NHTSA also recommends that children 12 and under sit in the rear seat away from the force of a deploying air bag.

In 2000, 41 percent of passenger car occupants and 45 percent of light truck occupants involved in fatal crashes were unrestrained.

In fatal crashes, 75 percent of passenger car occupants who were totally ejected from the vehicle were killed. Safety belts are effective in preventing total ejections: only 1 percent of the occupants reported to have been using restraints were totally ejected, compared with 22 percent of the unrestrained occupants.

Table 3. Restraint Use Rates for Passenger Car Occupants in Fatal Crashes, 1990 and 2000

Type of Occupant	Restraint Use Rate (Percent)	
	1990	2000
Drivers	45	62
Passengers		
Front Seat	42	62
Rear Seat	28	46
5 Years Old and Over	34	53
4 Years Old and Under	52	73
All Passengers	36	55
All Occupants	41	59

"Alcohol-related traffic fatalities rose to 16,653 in 2000 — 40 percent of all traffic fatalities for the year."

Alcohol

In 2000 there were 16,653 fatalities in alcohol-related crashes. This is a 4 percent increase compared to 1999, and it represents an average of one alcohol-related fatality every 32 minutes.

The 16,653 alcohol-related fatalities in 2000 (40 percent of total traffic fatalities for the year) represent a 25 percent reduction from the 22,084 alcohol-related fatalities reported in 1990 (50 percent of the total).

NHTSA estimates that alcohol was involved in 40 percent of fatal crashes and in 8 percent of all crashes in 2000.

In 2000, 31 percent of all traffic fatalities occurred in crashes in which at least one driver or nonoccupant had a blood alcohol concentration (BAC) of 0.10 grams per deciliter (g/dl) or greater.

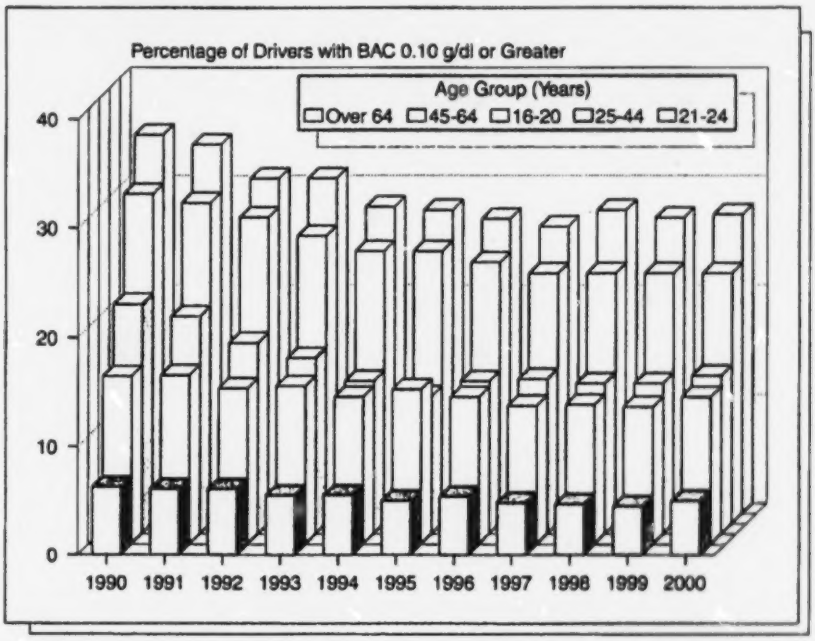
All states and the District of Columbia now have 21-year-old minimum drinking age laws. NHTSA estimates that these laws have reduced traffic fatalities involving drivers 18 to 20 years old by 13 percent and have saved an estimated 20,043 lives since 1975. In 2000, an estimated 922 lives were saved by minimum drinking age laws.

Approximately 1.5 million drivers were arrested in 1999 for driving under the influence of alcohol or narcotics. This is an arrest rate of 1 for every 121 licensed drivers in the United States (2000 data not yet available).

About 3 in every 10 Americans will be involved in an alcohol-related crash at some time in their lives.

From 1990 to 2000, intoxication rates (BAC of 0.10 g/dl or greater) decreased for drivers of all age groups involved in fatal crashes.

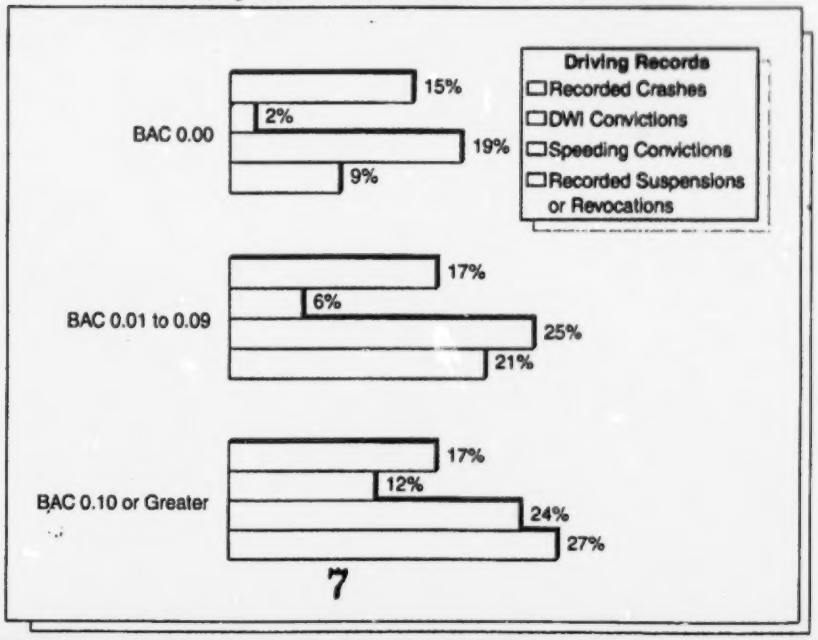
Figure 1. Intoxicated Drivers in Fatal Crashes by Age Group, 1990-2000



"From 1990 to 2000, intoxication rates decreased for drivers of all age groups involved in fatal crashes."

Intoxication rates for drivers in fatal crashes in 2000 were 27 percent for motorcycles, 20 percent for light trucks, 19 percent for passenger cars, and 1 percent for large trucks.

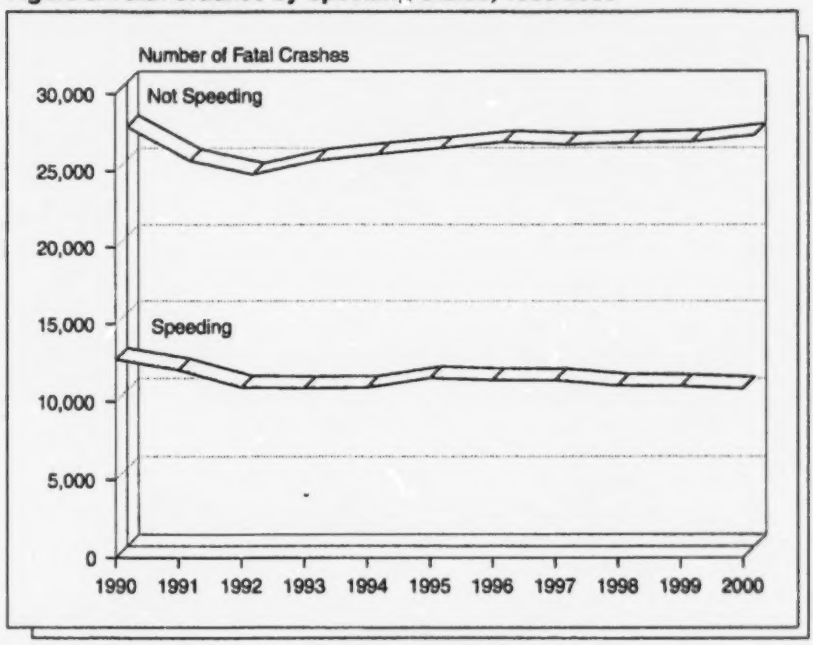
Figure 2. Previous Driving Records of Drivers Killed in Traffic Crashes, by Blood Alcohol Concentration, 2000



Speeding

Speeding — exceeding the posted speed limit, driving too fast for conditions, or racing — is one of the most prevalent factors contributing to traffic crashes. The economic cost to society of speeding-related crashes is estimated by NHTSA to be $27.4 billion per year. In 2000, speeding was a contributing factor in 29 percent of all fatal crashes, and 12,350 lives were lost in speeding-related crashes.

Figure 3. Fatal Crashes by Speeding Status, 1990-2000



"The economic cost of speeding-related crashes is estimated to be $27.4 billion each year."

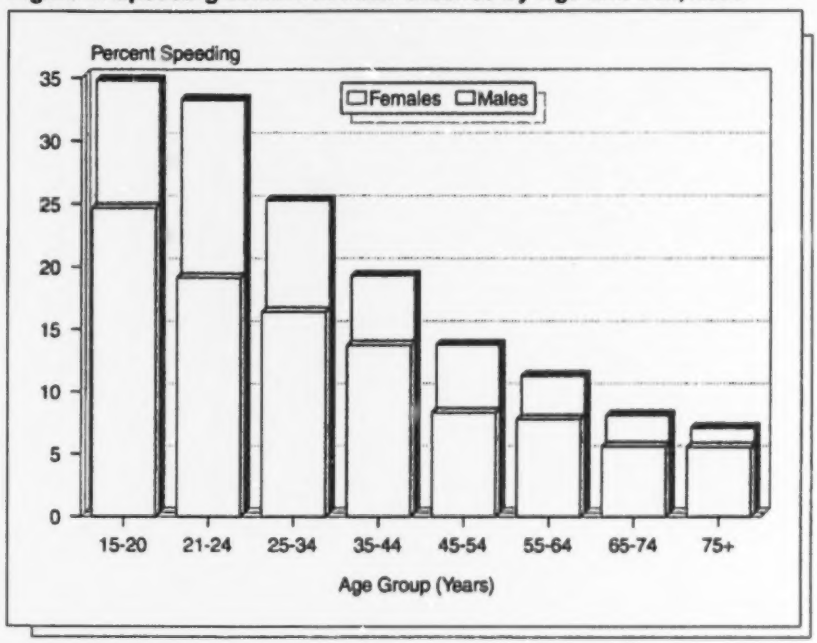
In 2000, 593,000 people received minor injuries in speeding-related crashes. An additional 71,000 people received moderate injuries, and 39,000 received serious to critical injuries in speeding-related crashes (based on methodology from *The Economic Cost of Motor Vehicle Crashes 1994*, NHTSA).

In 2000, 85 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

For drivers involved in fatal crashes, young males are the most likely to be speeding. The proportion of all crashes that are speeding-related decreases with increasing driver age. In 2000, 34 percent of the male drivers 15 to 20 years old who were involved in fatal crashes were speeding at the time of the crash.

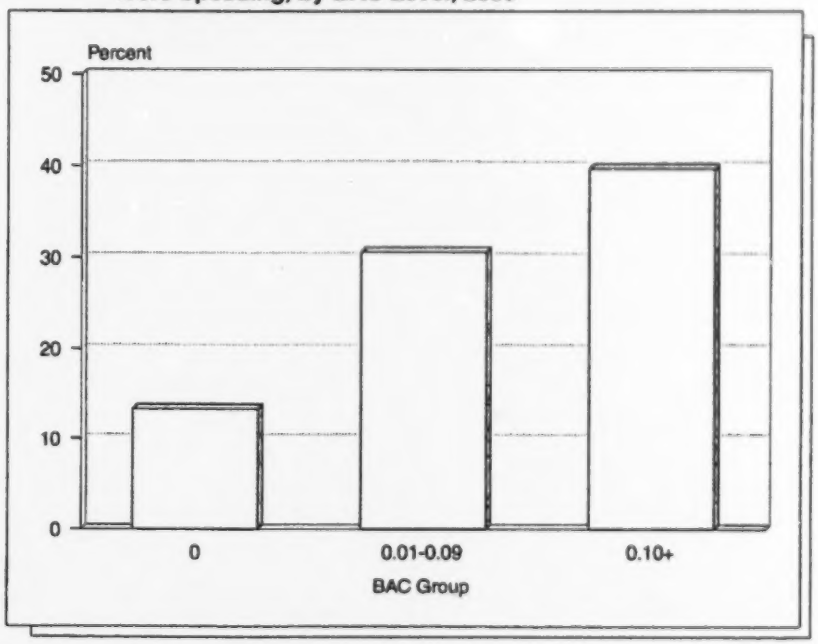
Alcohol and speeding are clearly a deadly combination. Speeding involvement is prevalent for drivers involved in alcohol-related crashes. In 2000, 40 percent of the *intoxicated* drivers (BAC = 0.10 or higher) involved in fatal crashes were speeding, compared with only 13 percent of the *sober* drivers (BAC = 0.00) involved in fatal crashes.

Figure 4. Speeding Drivers in Fatal Crashes by Age and Sex, 2000



"In 2000, 34 percent of male drivers 15 to 20 years old involved in fatal crashes were speeding."

Figure 5. Percentage of All Drivers Involved in Fatal Crashes That Were Speeding, by BAC Level, 2000



Motorcycles

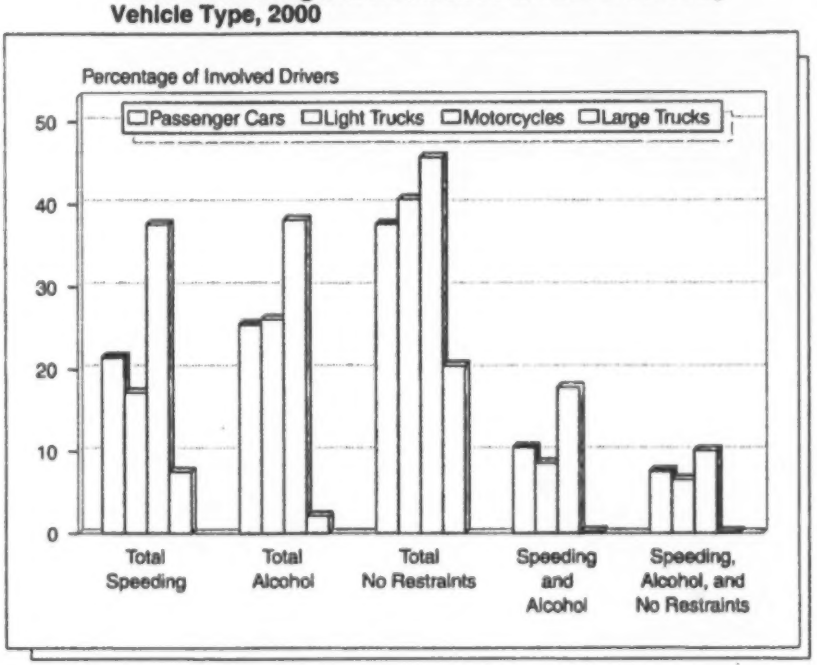
The 2,862 motorcyclist fatalities in 2000 accounted for 7 percent of all traffic fatalities for the year. An additional 58,000 motorcycle occupants were injured.

Per vehicle mile traveled in 1999, motorcyclists were 18 times as likely as passenger car occupants to die in a motor vehicle traffic crash and 3 times as likely to be injured.

In 2000, 38 percent of all motorcycle drivers involved in fatal crashes were speeding. The percentage of speeding involvement in fatal crashes was approximately twice as high for motorcyclists as for drivers of passenger cars or light trucks, and the percentage of alcohol involvement was about 50 percent higher for motorcyclists.

"Speeding involvement for motorcyclists in fatal crashes was twice as high as for car and light truck drivers."

Figure 6. Speeding, Alcohol Involvement, and Failure To Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 2000



In 2000, 45 percent of fatally injured motorcycle operators and 52 percent of fatally injured passengers were not wearing helmets at the time of the crash.

Nearly one out of seven motorcycle operators (15 percent) involved in fatal crashes in 2000 was operating the vehicle with an invalid license at the time of the collision.

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Motorcycle operators involved in fatal crashes in 2000 had higher intoxication rates (BAC of 0.10 g/dl or greater) than any other type of motor vehicle driver. The intoxication rate for motorcycle operators involved in fatal crashes was 27 percent.

NHTSA estimates that helmets saved the lives of 631 motorcyclists in 2000. If all motorcyclists had worn helmets, an additional 382 lives could have been saved.

"Per vehicle mile, motorcyclists were 18 times as likely as passenger car occupants to die in a traffic crash."

Large Trucks

In 2000, 11 percent (4,719) of all the motor vehicle traffic fatalities reported involved heavy trucks (gross vehicle weight rating greater than 26,000 pounds), and 1 percent (562) involved medium trucks (gross vehicle weight rating 10,001 to 26,000 pounds).

Of the fatalities that resulted from crashes involving large trucks (gross vehicle weight rating greater than 10,000 pounds), 78 percent were occupants of another vehicle, 8 percent were nonoccupants, and 14 percent were occupants of a large truck.

Large trucks accounted for 9 percent of all vehicles involved in fatal crashes and 4 percent of all vehicles involved in injury and property-damage-only crashes in 2000.

More than three-quarters (79 percent) of the large trucks involved in fatal crashes in 2000 collided with another motor vehicle in transport.

Only 1 percent of the drivers of large trucks involved in fatal crashes in 2000 were intoxicated, compared with 19 percent for passenger cars, 20 percent for light trucks, and 27 percent for motorcycles.

"One out of nine traffic fatalities in 2000 resulted from a collision involving a large truck."

Table 4. Fatalities and Injuries in Crashes Involving Large Trucks, 2000

Type of Fatality	Number	Percentage of Total
Occupants of Large Trucks	741	14
Single-Vehicle Crashes	480	9
Multiple-Vehicle Crashes	261	5
Occupants of Other Vehicles in Crashes Involving Large Trucks	4,060	78
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	410	8
Total	**5,211**	**100**
Type of Injury	**Number**	**Percentage of Total**
Occupants of Large Trucks	31,000	22
Single-Vehicle Crashes	16,000	12
Multiple-Vehicle Crashes	14,000	10
Occupants of Other Vehicles in Crashes Involving Large Trucks	106,000	76
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	3,000	2
Total	**140,000**	**100**

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Cars, Light Trucks, and Vans

In 2000, 31,910 occupants of passenger vehicles were killed in traffic crashes and an additional 2,938,000 were injured, accounting for 88 percent of all occupant fatalities (passenger cars 57 percent, light trucks and vans 31 percent) and 96 percent of all occupants injured (passenger cars 67 percent, light trucks and vans 29 percent).

"Ejection from the vehicle accounted for 28 percent of all passenger vehicle occupant fatalities."

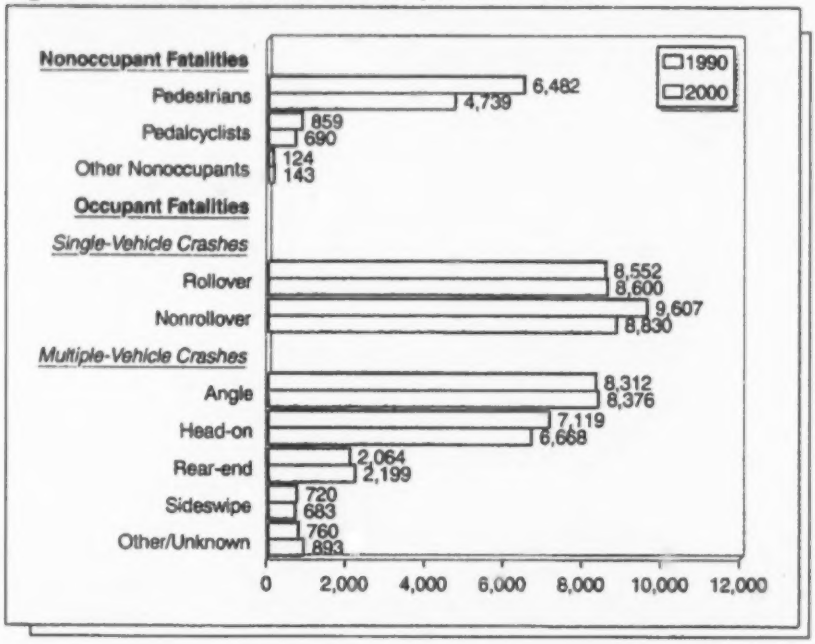
Occupant fatalities in single-vehicle crashes accounted for 42 percent of all motor vehicle fatalities in 2000. Occupant fatalities in multiple-vehicle crashes accounted for 45 percent of all fatalities, and the remaining 13 percent were nonoccupant fatalities (pedestrians, pedalcyclists, etc.).

In 2000, 59 percent of passenger vehicle occupant fatalities occurred in vehicles that sustained frontal damage.

Ejection from the vehicle accounted for 28 percent of all passenger vehicle occupant fatalities. The ejection rate for occupants of light trucks in fatal crashes was nearly twice the rate for passenger car occupants.

Utility vehicles had the highest rollover involvement rate of any vehicle type in fatal crashes — 36 percent, as compared with 24 percent for pickups, 19 percent for vans, and 15 percent for passenger cars.

Figure 7. Fatalities in Traffic Crashes, 1990 and 2000



"Nearly two-thirds of the passenger vehicle occupants killed in traffic crashes in 2000 were unrestrained."

Utility vehicles also had the highest rollover rate for passenger vehicles in injury crashes — 12 percent, compared with 7 percent for pickups, 4 percent for vans, and 3 percent for passenger cars.

Nearly two-thirds (60 percent) of the passenger vehicle occupants killed in traffic crashes in 2000 were unrestrained.

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The intoxication rate for drivers of light trucks involved in fatal crashes (20 percent) is higher than that for passenger car drivers (19 percent).

Driver Age

There are more than 25 million people age 70 years and older in the United States. In 2000, this age group made up 9 percent of the total U.S. resident population, compared with 8 percent in 1990. From 1990 to 2000, this older segment of the population grew twice as fast as the total population.

In 2000, 181,000 older individuals were injured in traffic crashes, accounting for 6 percent of all the people injured in traffic crashes during the year. These older individuals made up 13 percent of all traffic fatalities, 12 percent of all vehicle occupant fatalities, and 17 percent of all pedestrian fatalities.

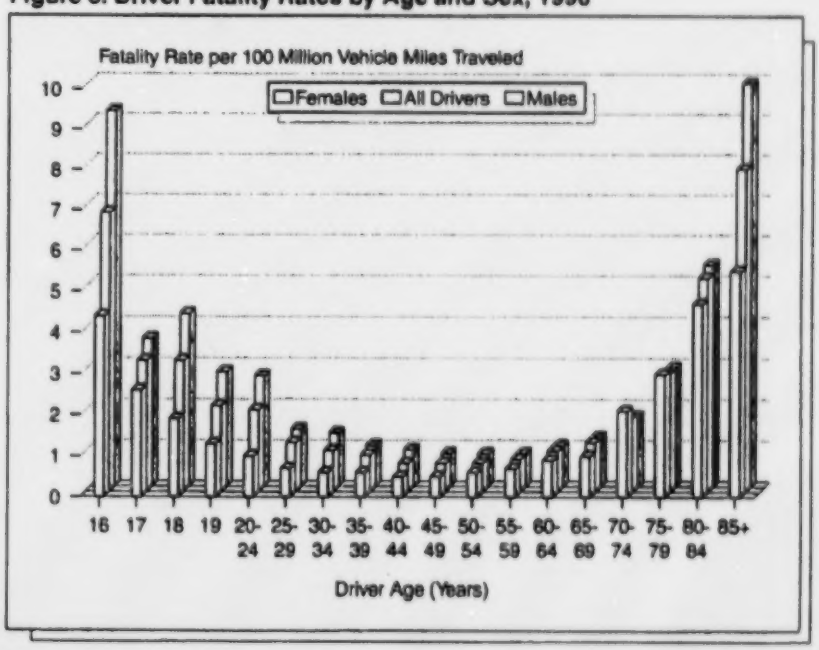
Older drivers involved in fatal crashes in 2000 had the lowest intoxication rate (4 percent) of all adult drivers.

"In 2000, older people made up 9 percent of the resident population but accounted for 13 percent of all traffic fatalities and 17 percent of all pedestrian fatalities."

In two-vehicle fatal crashes involving an older driver and a younger driver, the vehicle driven by the older person was more than 3 times as likely to be the one that was struck (57 percent and 18 percent, respectively). In 44 percent of these crashes, both vehicles were proceeding straight at the time of the collision. In 27 percent, the older driver was turning left — 6 times as often as the younger driver.

When driver fatality rates are calculated on the basis of estimated annual travel, the highest rates are found among the youngest and oldest drivers. Compared with the fatality rate for drivers 25 through 69 years old, the rate for teenage drivers is about 4 times as high, and the rate for drivers in the oldest group is 9 times as high.

Figure 8. Driver Fatality Rates by Age and Sex, 1996



Young female drivers, under age 50, have a lower fatality rate than their male counterparts, on a per mile driven basis, while the rate is essentially the same for both male and female drivers over 50 years of age, with the exception of the oldest group (Figure 8).

Youth

In 2000, 16- to 24-year-olds represented 24 percent of all traffic fatalities, compared with 7 percent for ages 0 to 15, 45 percent for ages 25 to 54, and 24 percent for ages 55 and over.

On a per population basis, drivers under the age of 25 had the highest rate of involvement in fatal crashes of any age group.

"Males accounted for 68 percent of all traffic fatalities, 68 percent of all pedestrian fatalities, and 89 percent of all pedalcyclist fatalities in 2000."

The intoxication rate for 16- to 20-year-old drivers involved in fatal crashes in 2000 was 15 percent. The highest intoxication rates were for drivers 21 to 24 and 25 to 34 years old (27 percent and 24 percent, respectively).

Almost one-fourth (23 percent) of all children between the ages of 5 and 9 years who were killed in motor vehicle traffic crashes were pedestrians. Nearly one-fifth (18 percent) of the traffic fatalities under age 16 were pedestrians.

Passenger vehicle occupants 10 to 24 years old involved in fatal crashes had the lowest restraint use rate (49 percent), and those over age 65 had the highest rate (69 percent).

Male/Female Fatal Crash Involvement

In 2000, the fatal crash involvement rate per 100,000 population was almost 3 times as high for male drivers as for females. However, the population-based rates do not account for the actual on-road exposure, which is greater for males, or the percentage of the population that has driver licenses, also greater for males (see Figure 8).

Males accounted for 68 percent of all traffic fatalities, 68 percent of all pedestrian fatalities, and 89 percent of all pedalcyclist fatalities in 2000.

The intoxication rate for male drivers involved in fatal crashes was 20 percent, compared with 11 percent for female drivers.

"Pedestrian fatalities in 2000 were 27 percent lower than in 1990."

Among female drivers of passenger vehicles involved in fatal crashes in 2000, 29 percent were unrestrained at the time of the collision, compared with 43 percent of male drivers in fatal crashes.

Pedestrians

In 2000, 78,000 pedestrians were injured and 4,739 were killed in traffic crashes in the United States, representing 2 percent of all the people injured in traffic crashes and 11 percent of all traffic fatalities.

On average, a pedestrian is killed in a motor vehicle crash every 111 minutes, and one is injured every 7 minutes.

Alcohol involvement — either for the driver or the pedestrian — was reported in 47 percent of the traffic crashes that resulted in pedestrian fatalities. Of the pedestrians involved, 31 percent were intoxicated. The intoxication rate for the drivers involved was only 13 percent. In 5 percent of the crashes, both the driver and the pedestrian were intoxicated.

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Pedalcyclists

In 2000, 690 pedalcyclists were killed and an additional 51,000 were injured in traffic crashes. Pedalcyclists made up 2 percent of all traffic fatalities and 2 percent of all the people injured in traffic crashes during the year.

Most of the pedalcyclists injured or killed in 2000 were males (78 percent and 89 percent, respectively), and most were between the ages of 5 and 44 years (87 percent and 65 percent, respectively).

Almost one-third (27 percent) of the pedalcyclists killed in traffic crashes in 2000 were between 5 and 15 years old.

"Almost one-third of the pedalcyclists killed in traffic crashes in 2000 were between 5 and 15 years old."

Table 5. Nonoccupant Traffic Fatalities, 1990-2000

Year	Pedestrian	Pedalcyclist	Other	Total
1990	6,482	859	124	7,465
1991	5,801	843	124	6,768
1992	5,549	723	98	6,370
1993	5,649	816	111	6,576
1994	5,489	802	107	6,398
1995	5,584	833	109	6,526
1996	5,449	765	154	6,368
1997	5,321	814	153	6,288
1998	5,228	760	131	6,119
1999	4,939	754	149	5,842
2000	4,739	690	143	5,572

For more information:

Information on traffic safety is available from the National Center for Statistics and Analysis, NRD-31, 400 Seventh Street, S.W., Washington, D.C. 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 1-800-934-8517. FAX messages should be sent to (202) 366-7078. General information on highway traffic safety can be accessed by Internet users at http://www.nhtsa.dot.gov/people/ncsa. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

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